

GT MACH ONE

NOT EXACTLY YOUR
RUN-OF-THE-MILL
MID-TERM EXAM

**BMX
ACTION**
OFFICIAL
test



"Sunny and 100 percent chance of GT factory riders falling from the sky . . ." Rob Fehd and Kevin Hull, maxxed out.

**STORY BY DON-BOY
PHOTOS BY WINDY**

It's 8:35 and the first period bell just rang. It's one of those days when nothing's going right. The alarm clock didn't go off and you woke up with only five minutes to throw your clothes on, pull your scooter out of the garage, and make tracks to school. Your locker wouldn't open, and now you're late for class. Another tardy — your third this week. Another pink slip to hide from the folks.

Mrs. Crabgrass is waiting at the classroom door, pink slip in hand. You slide into your seat, snatch a glance at Betty Bodacious across the aisle, and look at the paper on your desk. A pop essay test. No, ANYTHING but

that. "In 1,000 words or less, explain historical significance of the War of 1812, the main participants, and how the conflict was resolved." Great. You knew you should've read that chapter the other night instead of the BMXA Trick Team World Tour story. If they only had freestyle back in 1812 . . .

Well, in our never-ending quest to remove essay tests from the face of the Earth, we present the BMX ACTION Official True or False Bike Test, starring the GT Mach One. The correct answers appear at the end of the test, but no fair peeking. And you KNOW what happens if you're caught cheating — your paper will be ripped up and you'll be given an automatic F. And you know what happens if you

don't put your name at the top of the paper? Into the trash can.

Pencil sharpened? All books on the floor? Good. Begin.

1. Instead of being made in Japan or Taiwan, the Mach One is manufactured at GT's top secret Zimbabwe plant.

(A) True (B) False

2. You can call this bike your own for \$229.00.

(A) True (B) False

3. The Mach One hasn't changed much since its last official test in the January '85 issue.

(A) True (B) False

4. The Mach One frame and fork is constructed solely of 4130 graphite/



Please welcome the newest guest bike basher and style master, Dave "Culligan Man" Cullinan. He's a factory Kuwahara 15 expert and a completely rad jumper.

Bubble Yum composite.

(A) True (B) False

5. Because Tommy Brackens designed it, this bike fits anyone 6 foot or taller.

(A) True (B) False

6. Mounted aboard this moto machine is an abundance of GT componentry: 20 X 1.75 logo tires, racing stem, mild steel bars, Epoch self-adjusting headset, comfy seat, mild steel straight seat post, and redesigned aluminum seat post clamp.

(A) True (B) False

7. When Mighty BMXA guest tester Dave "Culligan Man" Cullinan first took the Mach One for a spin around the warehouse, he almost took a swan dive over the bars because the Dia-Compe brakes were so dialed in.

(A) True (B) False

8. The reason why the Culligan Man substituted for Capt. Kirk and R.L. on this test was because Kirk was still "recuperating" from last month's test and R.L. had to get his nails manicured.

(A) True (B) False

9. All test activities were conducted at one of our favorite thrash zones — Colossus.

(A) True (B) False

10. Windy, Gork, Cullinan, and crew cruised in style out to the test in the latest addition to the BMXA factory fleet — an army green '54 De-Soto with rumble seat.

(A) True (B) False

11. The test was a two-parter because GT factory hotshoes Tommy Brackens, Kevin "Sheepdog" Hull, Robert Fehd, Deanna Edwards, and Geoff "Goin' Surfin'" Scofield were dead tired after being on the road, and weren't prepared for the first of Windy's patented "just one more" photo sessions.

(A) True (B) False

12. We had no problems with the bars whatsoever.

(A) True (B) False

13. The Mach One's steering is a bit slower than some race bikes, but it does inspire confidence. In other words, it won't go south on you when you least expect it.

(A) True (B) False

14. Even after hours of flailing, wailing, ravaging, and pillaging our Mach One, the rims, cranks, forks... basically everything stayed in the



Fehd demonstrates his knee burner style. The Mach One chews up and spits out berms, and the handling is straight and true, even at high rpm's.

same condition as when we pulled it out of the box.

(A) True (B) False

15. When all was said and done, everyone thought the Mach One was HOT.

(A) True (B) False

ANSWERS:

1. FALSE. The Mach One's place

of birth is Japan, which right there says a lot about quality you expect from it. (If GT has a Zimbabwe bike plant, it's so top secret that we don't even know about it.)

2. TRUE. The price tag is a buck short of \$230. But is it worth it? Read on.

3. FALSE. The name's the same, but the changes are many (and for

the better). The head and seat angles have been relaxed a degree or two, a front brake has been added, GT tires replace the LHR tread, Ukai rims substitute for Ambrosios, GT's Epoch self-adjusting headset is on-board instead of the Hatta, more colors are available, etc., etc., etc.

4. FALSE (of course). The 4130 is right, but GT's mega-strong chrome-



moly comes after it. Actually, a graphite/Bubble Yum frame and fork isn't such a bad idea — think of the lightness and the way it'd stick in the corners . . .

5. FALSE. If the "Human Dragster" was responsible for the design, the Mach One would probably come with racing slicks. The stock bikes are built for mid-sized dudes. Guys like the Culligan Man, who's six foot tall, will definitely need a layback seat post and some bar adjustments in order to feel at home. Brackens DID ride a modified Mach One during the test.

6. TRUE. Overall, we're talking pretty qual equipment for the money. GT's product line is growing by the minute, with everything from stems to tires to seat post clamps. When you buy a GT bike, you get a GT bike.

7. TRUE. Dia-Compe 890s, working with Tech 3 levers, are known for their superior stopping power, but our test machine's braking seemed far better than that for some reason. It just required a more delicate touch than usual, that's all.

8. FALSE. Kirk couldn't get off work that day and R.L. was recovering from the summer tour. So we picked up the phone and yelled, "Hey, CULLIGAN MAN!"

9. FALSE. Colossus has joined the long list of late, great practice tracks, yet another victim of urban development. The test was conducted at the Orange YMCA track, home turf of untold numbers of hot So. Cal. amateurs and pros.

10. FALSE. The new BMXA transo is a white '85 Chevy Astro van that's equipped with full factory high-backed vinyl seats, air conditioning, and AM-FM stereo. Exterior logos haven't been painted on it yet, but the jacuzzi and waterbed will be installed next week.

11. TRUE. The first test session featured Cullinan and Edwards, who's pretty rad in her own right. Round two saw some intense elbow-to-elbow motatin' from Brackens, Fehd, Hull, and Cullinan. Scofield stopped by long enough to say he was heading to the beach to catch some waves.

12. FALSE. The stock mild steel bars kept moving even after EXCESSIVE torquing down. We tightened 'em down so hard that the stem creased the bars' clamp area. Of course, most people don't come close to dishing out the kind of punishment

Fehd and Tommy Brackens, makin' a Sheepdog sandwich.



This is just a test, I repeat, only a test. But that didn't stop Rob and Kevin. It was a good excuse to get in some full throttle practicing before the NBL Grands.

inflicted by Cullinan, so these bars should work fine for street use and moderate to heavy dirt action. For the second half of the test, we slipped on a pair of GT chrome-moly bars, which held up with no trubs.

13. TRUE. Cullinan said that the steering was a lot slower than he was used to, but that it didn't bother him at all.

14. TRUE. Everything remained in

its original shape, with the exception of the bars.

15. Most definitely TRUE. GT has been selling Mach Ones faster than binoculars at a bikini contest, and it's no wonder — killer price, top drawer quality and flat-out performance. If you're shopping for a scooter that won't put your bank account on the critical list, you can't do much better than a Mach One.

YOUR GRADE

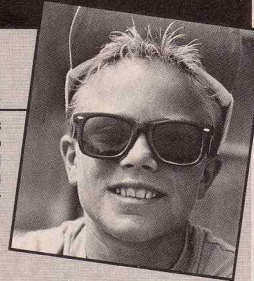
- 13-15: **A.** College of BMX Knowledge Honor Student.
- 10-12: **B.** Swoop Master.
- 7-9: **C.** Brains in Neutral.
- 4-6: **D.** Factory Squid.
- 0-3: **F.** You're worthless and weak. Cheat next time.

GETTIN' PERSONAL WITH TEAM GT

GEOFF SCOFIELD

Age: 12.
Hometown: Whittier, California.

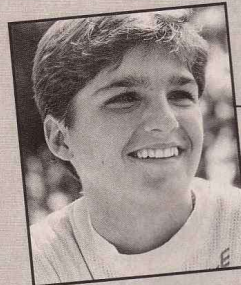
After six years of racing, Geoff's finally turning some attention to other sports, namely football and surfing. But he won't be quitting racing, so we'll still be seeing plenty of rad battles between him and "Chicken George" SeEVERS.



DEANNA EDWARDS

Age: 15.
Hometown: Walles Lake, Michigan.

Deanna got into racing because she was ticked off at Raleigh for not mentioning girls in one of their ads. She says she'd rather "go jumpin' at the thrashin' area down the street than hang out at the mall, like most girls." We risked getting slapped and asked if the girl racers swoop on the factory dudes. "Well . . ."



KEVIN "SHEEPDOG" HULL

Age: 19.
Hometown: Austin, Texas.

Sheepdog is one funny dude. When he's in So. Cal., hangin' out at GT, all he does is make T-shirts. Wild ones, to say the least. Hull's also the ultimate metal fanatic who has an AWESOME selection of head-banging cassettes. He drives a beat-up light brown ex-cop car, and has a pet toy poodle that's "about to die any day now."



ROB FEHD

Age: 25.
Hometown: Santa Ana, California.

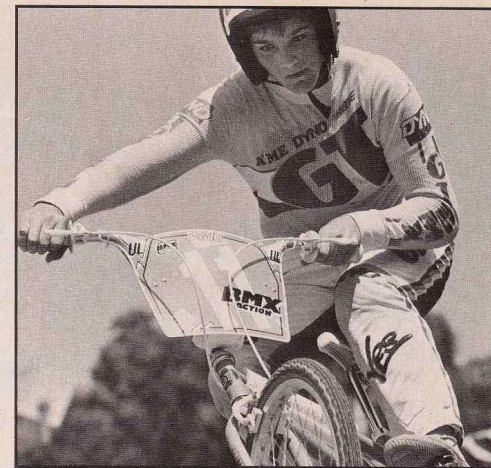
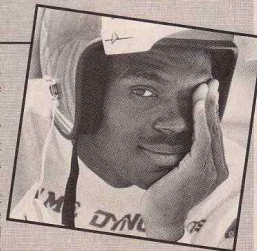
As you no doubt know, when Rob's not on his bike, he's at the gym gettin' pumped up. Fehd's been seen piloting a pretty custom 4 X 4 Bronco, and he has a steady girlfriend.



TOMMY BRACKENS

Age: 24.
Hometown: Santa Ana, California

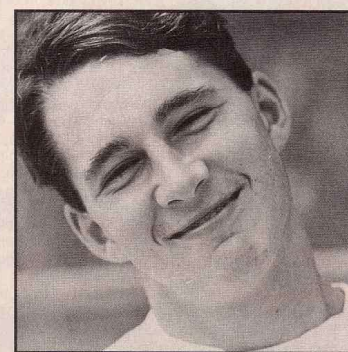
Tommy still has his fully hopped-up El Camino, and he recently bought a blue '84 Bronco. Of course, he still has his Kawasaki Ninja (after selling his Interceptor to Eddie Fiola). He's all happy 'cuz he just got new pipes for the Ninja and a new engine for the 'Camino. He relaxes at home with his pet piranha. He had two, but one ate the other. And we aren't supposed to say that he's swooping on Debbie, who works at CW Racing.



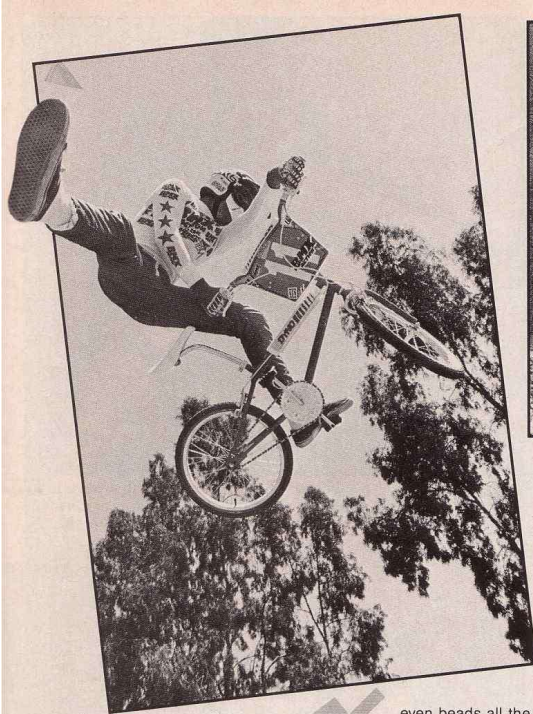
Why don't we get more females to test bikes? Well, they have to be fast, stylish, and willing to endure heat, dust, endless runs for the camera, and Gork's jokes. Deanna Edwards fits the bill.



Is this where you see Tommy most of the time? Yeah, but if he ain't on the ground, he's out front. Definitely.



Dave Cullinan. He could be the boy next door, if the boy next door happens to be a hyper two-wheeled critster.



Price & Specs

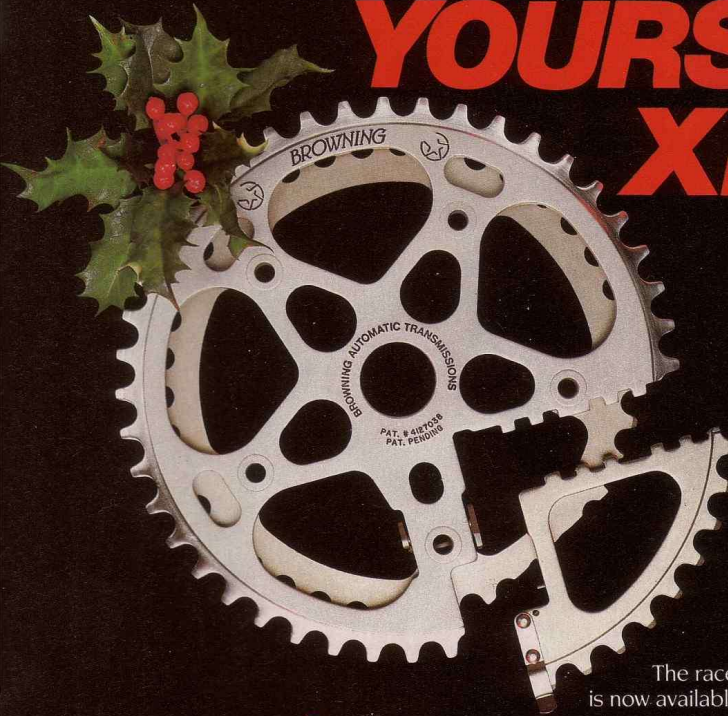
COMPLETE BIKE PRICE: \$229.00.
FINISHES AVAILABLE: Chrome, white, blue, lavender, and pink, with black, blue or white components.

COMPLETE BIKE WEIGHT (without pads or plate): 25 pounds, 10 ounces.
FRAME WEIGHT: 4 pounds, 6 ounces.
FORK WEIGHT: 1 pound, 11 ounces.
HANDLEBAR RISE (C/L of stem clamp area to C/L of grip area): 7 1/2 inches.
HANDLEBAR WIDTH: 28 1/4 inches.
TOP TUBE O.D.: 1 1/4 inches.
DOWN TUBE O.D.: 1 3/8 inches.
FORK LEG O.D.: 1 inch.
STEERING HEAD ANGLE: 70 degrees.
SEAT TUBE ANGLE: 69 degrees.
FORK RAKE: 1 3/4 inches.
BOTTOM BRACKET HEIGHT: 10 3/4 inches.
WHEELBASE: 35 5/8 to 36 7/8 inches.

Components

FRAME: GT Pro, chrome-moly.
FORK: GT Pro, chrome-moly.
HANDLEBAR: GT, mild steel.
HANDLEBAR STEM: GT BMX, alloy and chrome-moly.
GRIPS: A'me Round, rubber.
HEADSET: GT Epoch.
RIMS: Ukai, 20 X 1.75.
SPOKES: Hoshi, 36, .080, with brass nipples.
HUBS: SR, low flange, aluminum.
TIRES: GT, 20 X 1.75.
BRAKES: Dia-Compe 890 front and rear.
BRAKE LEVERS: Dia-Compe Tech 3.
BRAKE PADS: Dia-Compe.
BRAKE CABLES: Dia-Compe.
CRANK: SR Cosmo-Lite, heat-treated.
PEDALS: SR SP-518, hard plastic.
BOTTOM BRACKET SET: Hatta.
FRONT SPROCKET: SR, 43 tooth.
SPIDER: GT, aluminum.
REAR SPROCKET: SunTour, 16 tooth.
CHAIN: Izumi, 1/8 inch.
SEAT: GT.
SEAT POST: GT, mild steel.
SEAT POST CLAMP: GT, aluminum. ■

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Performance Evaluation

even beads all the way around with apparent good penetration.

QUALITY OF COMPONENTRY: Very good to excellent. For the most part, the equipment on board is better than you'd expect for the money.

OVERALL APPEARANCE: Very good to excellent. Definitely a clean, well-thought-out package. A couple of testers subtracted a few points for the head and seat tube stickers ("They're ancient") and the bulky stem.

GEOMETRY: Very good. Lightning quick it's not, but it IS very stable and responsive to every input.

HANDLING: Very good. Cullinan wouldn't have been doing Leary variations, gnarly one-footers, and berm blasts if the handling wasn't spot-on.

MISCELLANEOUS COMMENTS: Gork to R.L., "Here's the test bike." R.L. (grabbing and shaking the grip), "It's a pleasure to meet you." . . . The real A'mes are very nice to your hands . . . Cullinan switched from the stock straight GT seat post to a Profile layback (which eventually tweaked) to give him some extra maneuvering room . . . "The GT stem reminds me of a meat tenderizer mallet." . . . "There's not much to nitpick on this bike. The bars weren't great, but other than that, I liked everything else about it" . . . "This seems like it'd cost 350 bucks."

TEST INPUT: Culligan Man, Team GT, The Gork, Windy, Bru, Andy J., and Don-Boy.

MANUFACTURER:
 GT BMX
 15552 Container Lane
 Huntington Beach, CA 92649
 (714) 895-5592

PURPOSE: Racing (up to and including high-level expert), and econoqual street warrior.

AGE RANGE: 13 and over racing, 12 and over street.

QUALITY OF FINISH: Excellent. Coverage is A-No. 1 all over and the paint is plenty durable.

QUALITY OF WELDING: Excellent. Nice,

